



NOVEMBER 2013 NEWSLETTER

PO Box 31 Roma Queensland 4455
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President's Report

Firstly I would like to welcome all our existing members and our new members of the Australian Piper Society for 2013 > 2014. Our last 12 months has been extremely busy. As your new club president, the committee and I will be endeavouring to continue this over the next 12 months.

In our last 12 months we had 3 successful pilot proficiency programme weekends and 2 fly ways that included the Clare Valley weekend of Wings & Wine and the far West Kimberley Safari and more recently our AGM weekend at Port Macquarie where an energetic new committee was elected for the next 12 months.

Already your new committee has continued with last year's momentum and we have in place five events and weekends for 2013 - 2014 that I am sure many members will want to come to.

The committee has decided after a long fly away in the Kimberley in July this year that two short 5 - 6 day fly aways in 2014 would allow members a choice of trips, and a chance to attend a fly away to fit in with their busy life styles.

The Committee has decided to have theme fly aways that will create a greater interest in destinations that many aviators would love to go on. The 5 - 6 day fly aways are based on the historian explorers of Burke & Wills and are split into 2 safari expeditions.

- The Land of Legends (and Larrikins) Tour - 17th - 24th May 2014
- Wings over Burke & Wills Expedition
Scheduled dates - September 2014

Both are exciting 5 - 6 day safaris that will fly you over beautiful landscapes. You will land on remote airstrips and experience historic destinations. The itinerary for the May Flyaway is in this Newsletter with the Sept Flyaway in the next newsletter and on the APS Website.

Truly, two great flying trips with fantastic photograph moments at iconic destinations that not many people will have in their scrapbooks.

We will have two pilot proficiency program weekends and they will have a theme added to the proficiency course to make interesting changes and they are as follows,

- Pilot proficiency including "Low level flying" techniques at Aldinga SA 28th February - 2nd March 2014.
- Another Pilot Proficiency Programme is planned for July/August with exiting place and ideas.



Please read the proposed activity for the Aldinga PPP in the news letter Details on the second PPP will follow shortly. On top of the additional course these themes will add to your pilot skills. Come along and enjoy 2014. Our AGM weekend promises to be beauty!

APS Christmas Dinner & AGM in the ALPS

It is proposed that in November we will hold our AGM in Jindabyne and enjoy the beautiful scenery and activities that summer brings to the Alps.

The AGM will be on the Friday night after our meet & greet leaving the weekend for endless social activities. Our next Newsletter and our Website will give you more on this later.

This new committee is working to giving you more options to attend our activities. Flying into beautiful and remote locations and new flying training including additional skills.

Come and join us on one of the flying weekends and later in the year attend our end of year Christmas Dinner in the ALPS.

Finally I would like to thank Duncan Morris, Graham Bell and Dave Laughton for their endeavours on the committee over the past years . I would also like to thank both David and Lorraine Law for tirelessly producing our excellent Newsletter. They have all made remarkable contributions to the society.

David Ind - President

President

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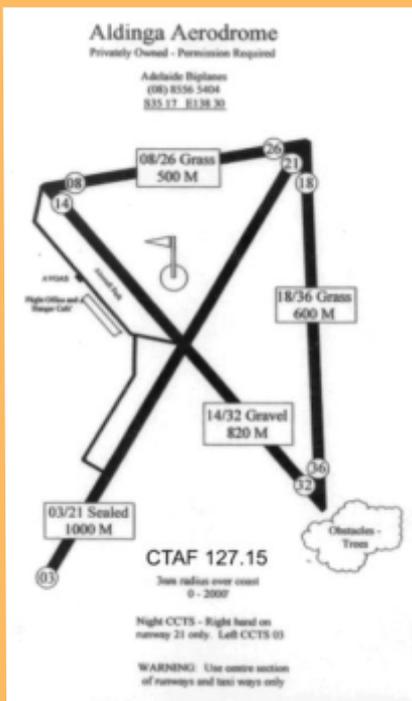
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ALDINGA, SA

Theme: Emergency Procedures below 1000'

When: 21st-23rd February 2014

Where: Aldinga Aero Club, SA

Time: Arrive Friday 21st February

Depart: Noon Sunday 23rd February

Course: Optional Flying on Friday afternoon and Sunday Morning.
Discussion, training and lectures all day Saturday.

Social: Friday evening BBQ and drinks at the Aero Club. Saturday night dinner.
As we would like to promote these events as partner friendly, if we can get sufficient interest we will also look at running a local tour for partners on the Saturday.

Cost: \$200 for Ground session, meals (excluding Sat night), airport transfers etc.
\$300 all inclusive, including flying session, meals (excluding Sat night), airport transfers etc.

Accommodation: To be advised.



More Information and Registration Contact:

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Port Macquarie Fly-in and AGM on 1st-3rd November

What a terrific weekend – good weather, good food, good company.

20 society members arrived in Port for a fun-filled weekend on Friday. Some flew their own aircraft while others arrived commercially from Melbourne, Sydney, Canberra and Queensland ready for a very full weekend.

After settling into Historic Well Motel known for its magnificent views over the break wall and northern coast, the bus driven by Graham collected us for dinner at a local Chinese Restaurant. Over a few drinks and plenty of food we all renewed friendships and welcomed new members.

Back to the motel for a well earned sleep before starting another busy day.

After a restful night 15 of us went for a leisurely walk along the Doctors' Walk from Town Beach to Flynn's Beach looking at the waves crashing onto the rocks, the crystal clear surf and peering for dolphins and whales out to sea.

Morning tea at Sea Acres was a reward for all participants.

After our Devonshire tea, we had a 1.3 walk on the boardwalk with an interesting guide explaining about the local Aboriginal history and fauna and flora of the area and how it has been maintained after all the housing development in the Shelly Beach area.

Back on the bus for a 30minute ride to the next spot – lunch at Abundance Nursery and Café at Rawdon Island. an idyllic place circling a manmade lagoon with water lilies in flower, very peaceful. A delicious meal with coffee and slices followed with lots of chatter and catching up with friends.

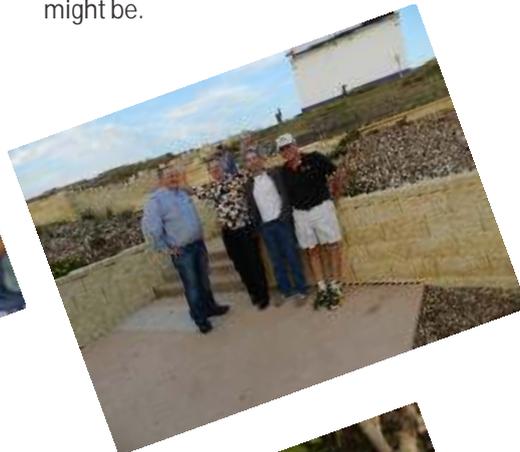
On the way back to town a visit to the Koala Hospital to see the work carried out by the volunteers. We had an informative talk by one of the guides about how the hospital looks after injured koalas and relocates koalas whose habitat has been logged, a very worthwhile community activity.

A quick change and off for a 1.5hr Hastings River cruise. What a beautiful afternoon cruising up through the canals and natural beauty seeing hawks, pelicans, modern homes and many oyster leases. A relaxed time to enjoy a few drinks and nibbles after a hectic day. John our boat captain gave an informative talk about the area.

Dinner time at a local restaurant- The Blue Water Café and Bar. The meal was slow but good and plenty of time for a few drinks.

Next morning was the AGM meeting at the airport. Most people departed after the meeting but some stayed another day to look further around our beautiful town.

Those who didn't make this terrific weekend you missed out on meeting fellow members, talking aviation matters and seeing our beautiful town. See you next time wherever it might be.





APS 2012 - 2013 Presidents Report

It is with great pleasure that I report on another very successful year for our society. We have conducted numerous events over the year, and they have all been excellent.

Some have been better attended than others, but everyone who has made the effort to attend an event has enjoyed themselves. They have made new friends, or renewed old friendships and at the same time strengthened our society. Thank you to everyone who has participated in an APS event.

The staff in my office understand that I am fairly good at delegating. In my role as APS president I have continued that style of leadership. Fortunately for me and for the society my committee have responded well to this style & have delivered in spades. I would like to take this opportunity to thank them here publicly for their efforts:

David Ind - Vice President:

David hit the ground running and organised two very successful events:

A great weekend fly in to Clare and an enormous fly away to the Kimberly's.

Both events were well written up in the Newsletters.

I am sure that David would appreciate me also acknowledging the tremendous support he received from Vicki in helping with organising & leading these very successful events.

Thank you David & Vicki.

Barry McCabe - Secretary:

Barry has put in another sterling year as Secretary.

Barry is very skilled at producing meaningful minutes that capture the essence of our discussions at committee meetings despite those discussions going off at a tangent at the drop of a hat.

Barry's wise counsel is appreciated by all of us.

Thank you Barry.

Melissa Fisher - Treasurer

Melissa has done a great job as treasurer after a fairly slow start. I was a little disappointed that she took a month or so after the last AGM before she was really ready to undertake the role. It appeared at the time that she was more interested in her impending nuptials than in getting stuck in to her role.

I must concede that I have forgiven her for this minor indiscretion given that she picked up the load when we were looking for someone to run the PPP's when Dave Laughton was away.

Thank you Melissa, and best wishes to you & Phil for a long & happy life together.

Irene Lawson - Memberships

Irene has been looking after memberships for a few years now, and she always puts in a big effort on our behalf in following up unpaid subs and enquiries from potential members.

Irene is also our "Skype" guru. This method of "meeting" has allowed us to have more hook ups than it is practical to do face to face.

Irene is another of the "wise owls" on the committee. She has been a valuable sounding board for me over the years.

Thank you Irene.

Dave Laughton - PPP's

Dave has done a great job organising the PPP's this year. We have successfully run 3 programs this year, with Dave's revamp of the

promotion & organisation taking us to a new level. His breakfast cooking skills were also greatly appreciated.

I am sure Dave will not mind me thanking Melissa for supporting him this role at a couple of events as he was away for part of the year.

Dave also supported the society by bringing his Matrix to the Avalon Airshow to put on display in our compound. He and Rae then spent a fair bit of time "manning" our tent at the airshow.

Thank you Dave & Rae

Graham Bell - Technical

Graham has given us about 10 years service as our technical advisor. In this role he has given advice & assistance to many members & piper owners.

Graham has also done a tremendous amount of work on our behalf in relation to the ageing aircraft issue that threatens to engulf us all.

In addition to this role, Graham has supported the society by "manning" our tent at the Avalon Airshow most days throughout the show.

Graham, with a lot of support from Tina, has also put together the program we have all enjoyed here at Port Macquarie this weekend.

Thank you Graham & Tina.

David & Lorraine Law - Newsletter Editor & Web Master

Although no longer on the Committee David Law, with an enormous amount of support from Lorraine, has continued to compile & edit the newsletter on our behalf.

No doubt every member who reads the newsletter will be aware of the improved design, layout & content over recent years. This improvement is without doubt due to the efforts of David & Lorraine.

David has also done his best to keep the Web site up to date & interesting despite some of us on the committee being a bit tardy in providing him with the necessary information.

David was also the main organiser of our efforts at the Avalon Airshow.

Thank you David & Lorraine.

It takes many people doing their bit to make this organisation successful. Many thanks to everyone who has played some part in this combined effort.

Given that I am standing down from the committee at the conclusion of this AGM, I would like to take this opportunity to thank everyone I have worked with over the last seven or eight years.

I have thoroughly enjoyed my time on the committee, and I encourage anyone who has any interest in joining the committee to let that fact be known.

We, like most organisations, need fresh blood from time to time to bring forward new ideas and to build on the strengths we already have.

As I have noted in most of my newsletter pieces, Remember it is your society, come along to one of our events, or better still contact us with any ideas of other events we could arrange or indeed simply support and become part of.

I will continue to take a keen interest in the APS and I will try to attend as many events as I can in coming years.

Thank you and Safe Flying

Duncan Morris

President Australian Piper Society Inc.

2012 – 2013 has been a busy year all round and to try and keep track of what is covering costs and what is not, I have done things a little differently. Although we are “not for profit” we need to know we are sustainable as an organisation.

Since around the end of 2012, we have used the “Fly away” bank account for all flying events including, Clare Valley, the Kimberley Safari and the three PPP's. This has left the membership funds standing alone to cover all other costs including the newsletters, web, insurance and other administration.

As you can see, incoming and outgoing funds have been split into categories to better see what costs are incurred on specific events verses what we have charged. These are predominantly, AGM, Fly away's, PPP's.

AGM – AGM cost for the 2012 AGM were low but Deposits were paid pre June 2012.

Fly Away – Fly away payments verses costs are high at the end of June as all money was received prior to the end of June, and although the bulk of the remaining payments were made in July the final wash up has taken until October when the last refund was paid.

PPP – As we get some PPP payments in early and generally nothing is paid out until the PPP is finished, and at times Tony takes a little while with his invoices, the figures you see don't reflect the true results.

Due to having a PPP in June, and not getting Tony's invoice until July, then having two people already pre-paying for Mudgee, it looks like we made a substantial gain, this is not the case. Looking over to the July – September quarter, you will see the income verse expenses for the PPP's have turned around considerably.

The wash up of the PPP'S for the year was: Swanhill made a loss, was the last PPP at the reduced rate, but was good attendance. Bendigo made a profit and also had good attendance, and we got new members. Mudgee made a loss, not real good attendance, but new faces. So over all we made a small loss on the PPP's, but I think all considering they went well. I would not recommend changing the price at all.

Memberships – 2012 – 2013 report cover the 2012 – 2013 membership renewal and new members picked up along the way. Some new members, Specifically the Bendigo boys and John Radford from Mudgee, paid a pro rata amount when they joined and have been invoiced the full year this year. A couple of new members have paid the full amount in July and August and only been changed a very nominal amount for this year's renewal.

\$5173 has been paid this financial year, with \$4808 being current invoices and the difference being new members joining in July and August, with another \$5253 to come. Irene will fill you in on the numbers.

Summary

Over all the year has financially been a good one, although we have spent some of the money out of the savings Membership will transfer back what they used and all being on a par with last year, should have enough to cover the annual and newsletter costs.

We started the Year (1.7.12) with \$29874 as a total of all bank accounts, with all wash ups for events being finalised we ended the year (30.6.13) with \$27971 as a total of all bank accounts, a difference of approx. \$1900. A portion of that was the loss on Mudgee and Swanhill PPP's, due the subsidised rate for swan hill to encourage attendance, (all agreed by the committee) I believe the date proved to be an issue for Mudgee, and the rest was what I see as the wash up of annual expenses and a small loss on Roma PPP, once again reduced rate. Whilst doing our best to run events at set cost, we try to offer as much as we can to make all events enjoyable and leaving members wanting to attend the next one. Splitting the cost of the PPP into ground portion and Flying component seems to have been beneficial, but I would still encourage everyone to fly if possible.

The PPP's are a very worthwhile event and we constantly look at changing the way we can encourage members to come and get involved. Although there was a small loss, the money spent was spent well for all members, and in turn the year was very successful.

As mentioned before: I would love to see every member attend one event per year! Something to work towards

Melissa Fisher
Treasurer





You Never Never Know If You Never Never Go

In my work I am always flying around the state of New South Wales, so I have been lucky enough to see plenty of places and attractions more than most.

So on the 16th October this year I was requested to go to Jindabyne to scope and carry out a building project, it has been a long time since I have been there and only in the snow season so I looked forward to flying down to the high country.

I looked in the AOPA and found a ALA at Jindabyne and as I always do when going somewhere new I googled the strip and I also rang the Jindabyne Aero Club for permission and asked about the strip and any thing I should know. My contact Ian, mentioned on the day I rang that it was overcast and light rain and snowing on the mountains which does not warm my heart for a VFR pilot, but my investigation of the weather said the next day, Friday was going to be CAVOK and a cracker for Saturday as well, at the end of the phone call I asked Ian could I ring him to get an actual on the weather and asked him how much rain had fallen over night as the strip is compacted dirt and 800 mtrs long and he said No problems. The next day I rang Ian and his weather report was CAVOK and bugger all rain (pilot speak) so it was all systems go.

Vicki & I jumped into IDN and headed out of Bankstown at 2.30pm on the Friday with approximately 88 min flight to Jindabyne. My track was via Braidwood and into Jindabyne to miss Nowra & Canberra CTA at 8,500 ft. The departure from YSBK to Braidwood was in dense smoke from the bush fires and with approximately 2 km visibility at best we popped out of the smoke at 7,500 ft and never saw much until Braidwood and from there it was crisp blue skies, I could see the snow on top of the mountains.

I have never flown in such a pretty place, everything green the water, lakes the mountains rising in front of us and snow capped mountains around us, and with the sun blazing down on the waters and snow it was one of the best flights I have been part of.

The descent into Jindabyne makes you aware that this place has some serious mountains and the airstrip is at the base of them with a few hills as well to worry about, elevation of Jindabyne is 3,400ft so descent does not take long.

Now unfortunately circuit height means that if you are not paying attention you are going to hit something, it is a little tricky to fly into but not too hard, but you have to be very attentive the whole time, I joined in cross wind 30 and flew beside a mountain and as the mountain lowered broke right to give me more time to turn base and final and at this stage you lose the airstrip due to hills, I commenced a round arm (my term) left base and final onto 30 and at this stage all good

except it looked short at one stage, we landed, taxied off strip and parked and the local taxi picked us up and took us to town.

Honestly the place was green and bathed in sunshine absolutely beautiful, Vicki went shopping and I carried out the survey as usual Vicki found a place to stay, Ridges in the main street.

That night we found a nice Italian restaurant and had a nice meal and bottle of wine and walked home via the Brumby Bar further down the street, how charming oldies in the Brumby Bar after a few more drinks we wondered home.

The next morning after a late start we had breakfast and headed back to the aircraft, at the airstrip I ran into a few members picking up rocks of the strip, I thanked them for letting me in and for Ian's help on the weather and information. Taxied out on a blue sky day with No Wind, with a chill in the air the 300 hp engine was enjoying the cold air I can feel it as we back track 30. After run ups I hit the Go Button with 2 stages of flap as I hate stones and props mixing and run down the runway I notice at the 400mtr mark the manifold pressure is at 36 inches and the throttle is to the dash so there you go due to elevation I lost 2 inches of manifold pressure but I was expecting some loss in my mind but the aircraft was eating the still cold air and we left the strip and cleaned up quickly and headed to the top of mount Kosciuszko, 7,310ft climbing at 1000ft pm.

As we looked around the scenery was breathtaking the shadow on the hills the deep valleys and the snow covering Mt Kosciuszko the green mountain sides I levelled out at 8,000ft and ran south of the peak to see how much wind was about and there was no turbulence just sweet clean air. I then turned north and put the aircraft in descent and aim the aircraft at the peak of Kosciuszko and levelled out at 7,410ft and flew straight over the top of the peak and ran along its snow laden back till the snow ran out, not a word in the cockpit just silence it was a once in a life time experience, I am sure I have joined a very rare club of aviators to enjoy such a rare experience.

We ran of the end of the hills and set course at 7,500ft back to Bankstown and once again through very bad smoke into Bankstown and through out the flight talking about what we had seen and the flight.

So, why write this article on Jindabyne, because I would never have flown in there except work took me there, and the experience turned out to be captivating and beautiful and we have found so many things to do in the warmer months so we thought we would pass it on as a precursor to APS in 2014.

Happy Flying
David Ind





Trim Problem

I have a PA28R-201T. Pre-flight- all normal - After take-off and upon levelling out at 2500' I went to trim the aircraft only to find that the trim wheel was free with cable poking out of the trim housing I immediately returned to the airport and left the aircraft with the local LAME to investigate.

Q. What's the most likely cause of this type of failure, as the annual was carried out only 2 months previously.

A. Most likely the cable has broken or lost tension for another reason (pulley failure, turnbuckle disconnected etc.) The annual inspection may not have discovered a worn trim cable. These cables have long sections of their run covered by very hard to remove parts of the interior in the forward section. Also, they are only 1/16th of an inch diameter. They are given a thorough inspection (the forward section) at regular but longer intervals & also when the covers are removed for other reasons.

Q. Is this a serious situation, and can the free trim lead to fluttering of the horizontal stabiliser.

A. Not in my opinion. The trim tab is operated via a screw jack and is designed not to allow feedback. It has a very coarse thread, similar to an Acme thread which accomplishes this. The tab is still held by the frame of the screw Assy. Remember that the trim is a secondary function of the tab. The tab is an anti-servo tab which gives more load to the control stick as the Stab is deflected. This gives control 'feel'.

'This advice is my opinion, based on your description & is only for the purpose of promoting membership discussion.'

Rod Shearer

APS- Tech Adviser

G'Day. My name is Rod Shearer. I've been a member of the APS since its inception way back when but haven't made much of a contribution to date. Recently the position of Tech Adviser became vacant & I'm pleased to be able to help in this capacity.

My wife & I have owned a Cherokee 140 (RVK) since '93 & have a Hangar & airstrip at our small farm near Bendigo.

Somewhere along the way flying dropped off to such an extent that the old Cherokee has been on static display for some years now. This is all related to the old time/money situation.

All my working life has been as an aircraft mechanic. My apprenticeship started as a 15-year-old in the airforce at Wagga, with Winjeels & Sabres used as training aids. I graduated as an Airframe Fitter & worked in Canberra & Townsville mainly on Iroquois, Squirrel & Caribou. After 9 years I left & got my AME Licence.

I stayed in Townsville working on a wide range of GA aircraft & also on Iroquois & Blackhawk heavy maintenance contracts.

In '93 we headed to Darwin & worked on a multitude of GA types for a variety of companies.

In '94 we moved back to our place at Bendigo & I got a job at the local airport, again on a wide variety of GA aircraft.

In '98 I got a position with Southern Airlines (which later became Qantaslink) at Mildura. We carried out scheduled maintenance checks on Dash 8's (just like a newer Caribou really). This involved a lot of nightshift. After 2 years some positions opened up in Line Maintenance in Melbourne. We moved back to our place in Bendigo & I began 6 years of commuting & nights away from home. At least there was no nightshift.

I left Qantaslink around '07 & shortly after started my own business operating from home. It has taken a lot of work to build the business up. The hangar was originally only for storage with a gravel floor. This had to have a lot of improvements before it could become a CASA approved workshop.

So for those of you still awake (or more wisely skipped the preceding paragraphs), I look forward to helping fellow members where I can.

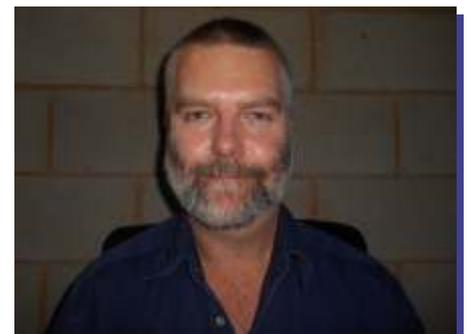
Please e-mail any questions you have to bacm@inet.net.au ensure you put "APS Tech Advice" in the subject line or it will go in the Spam file. I will try my best to give answers within 2 or so days. If you need an answer fast you may phone me on 0419717212. As this is for Tech Advice & not emergency rescue the e-mail should be adequate in most circumstances.

Each aircraft is unique in its own way & whilst I may not be able to answer all questions off the top of my head, I'm sure I'll have a good idea where to look.

I plan to put a summary of the more interesting & recurring questions in the newsletter to keep you all informed.

Now, do as I say, not as I do & go fly some hours. After all, they're called Aeroplanes not Ground-o-planes!

Rod Shearer.





Licensing suite implementation changes

Changes have been made to the implementation schedule for the new licensing suite of the Civil Aviation Safety Regulations. The new commencement date for the licensing suite is now 1 September 2014. The main reason for the adjustment is to give CASA and aviation people and organisations more time to plan and prepare for the transition to the new rules. CASA has been receiving valuable feedback from people about both the new regulations and transition issues and more time was needed to consider this input. While CASA consulted widely over a lengthy period of time on the new licensing suite a significant level of feedback has been received this year. One outcome of this feedback has been the development of a package of amendments to clarify the intent of the regulations, correct a number of anomalies and to make improvements designed to benefit the aviation industry. Unfortunately, due to issues beyond CASA's control—including the Federal election period when this kind of rule-making could not progress—it was not possible to make these amendments before the original licensing suite start date of 4 December 2013.

CASA delivered a substantial amount of education and information on the new licensing suite during the course of 2013. The 1 September

2014 commencement date allows more time for people and aviation organisations to absorb this information. This year CASA held around

80 AvSafety seminars at locations across the nation and made more than

350 visits to aviation organisations. In 2014, these education and information activities will be reinforced to ensure everyone has the knowledge they need to understand the new licensing regulations. The new licensing suite will bring important improvements to aviation safety while reducing red tape and devolving more licensing functions to the aviation industry. The new commencement date of 1 September

2014 means CASA and the aviation industry can be confident of a smooth and effective transition to the new regulations.

Get more information on the licensing suite <<http://casa.grapevine.com.au/lists/lt.php?id=YOUDAQAEAgJVR9VAgEGTAoCCAg%3D>>

Know the right size for your electronic flight bag

A minimum screen size for devices being used as electronic flight bags is now being recommended by CASA. The key issue is making sure the electronic device has a screen size and resolution able to display information in a comparable way to paper aeronautical charts and other documents. The recommendation is for a minimum screen size of 200 mm, measured diagonally across the active viewing area. Where the device is being used to display maps and charts they should be able to be viewed without excessive scrolling. In an updated advisory publication CASA says consideration needs to be given to ensuring devices being used as electronic flight bags are not cumbersome. Devices may be hand held or on temporary mounts such as Velcro, but must be stowed during phases of flight such as take-off and landing, an instrument

approach, when less than 100 feet above terrain and in turbulent conditions.

Permanent mounts to an aircraft for devices require an airworthiness approval and must not obstruct external vision and visual and physical access to displays or controls. Cables needed for the operation of electronic devices must also not present a hazard. Electrical power outlets that are not part of the original design of the aircraft will require an airworthiness approval.

Read the electronic flight bag advisory publication <<http://casa.grapevine.com.au/lists/lt.php?id=YOUDAQAEAgJVB9VAgEGTAoCCAg%3D>>

Your guide to avoiding magneto failures

A new guide to preventing unnecessary and costly magneto failures has been published. This follows continuing reports of magneto problems caused by a range of factors. Over a two year period 45 per cent of aircraft ignition failures were attributed to magneto problems. The compilation of information and advice by CASA, published in an airworthiness bulletin, can be used to avoid magneto problems which lead to rough running engines, engine failures and engine overhauls.

Reports of problems found during basic magneto maintenance and operations relate to both Champion Aerospace (Slick) and Teledyne Continental (Bendix) magnetos. Examples have been found of the installation of the wrong magneto for a particular engine and position. This can cause the possibility of destructive detonation.

Magnetos must have the correct part number and model and installation must be verified against approved data. There is a warning that overhauled magnetos may contain parts which have been in service for many years, with the internal nylon gears suffering problems related to age such as cracking or hardening. Broken gear teeth may also be caused by prop strikes, kick back during starting, high temperatures, magneto locking devices left in the magneto and lightning strikes.

CASA recommends magnetos operating in harsh environments should be overhauled more frequently than the recommended maintenance intervals.

Read the magneto maintenance airworthiness directive <<http://casa.grapevine.com.au/lists/lt.php?id=YOUDAQAEAgJVh9VAgEGTAoCCAg%3D>>

Facts and figures: a snapshot of safety regulation

A total of 11,252 alcohol and drug tests were conducted by CASA during the 2012-13 financial year. From these tests there were only seven positive for alcohol and two positive for drugs. These facts are just some contained in CASA's latest Annual Report, which provides a snapshot of aviation safety regulation and activities. Australia now has more than 36,900 people with current pilot licences, more than

15,100 registered aircraft and more than 7,700 licensed aircraft maintenance engineers. In addition there are more than 1000 air traffic controllers, 330 operators of certified and registered aerodromes, 701 maintenance organisations and 856 holders of air operator's certificates. During the 2012-13 year CASA issued 25,470 medical certificates to pilots, air traffic controllers and flight engineers. CASA's Director of Aviation Safety, John



M c C o r m i c k , described 2012-13 as "a year of consolidation of the structural changes and key programs of work that I introduced earlier in my term.

These are now embedded in our day-to-day work practices and are starting to deliver tangible dividends in our core regulatory, safety and support functions". Mr McCormick said CASA faces a number of challenges which include a new air traffic control system, continuing growth in aviation to support the resource sector and growth in the remotely piloted aircraft sector. "As an organisation we are committed to updating and improving safety standards through the introduction of new regulations, and where necessary the enforcement of existing regulations, while continuing to undertake comprehensive surveillance to ensure all sectors of the aviation industry meet their safety obligations."

Read CASA's latest annual report

<<http://casa.grapevine.com.au/lists/lt.php?id=Y0UDAQAEAgJWB9VAgEGTAoCCAg%3D>>

*****Time to learn about hypoxia*****

Hypoxia – where your body is deprived of oxygen - is a risk for many pilots and understanding what happens and why is an important safety issue. CASA's YouTube channel now features a short video setting out some of the key issues relating to hypoxia as well as explaining the benefits of hypoxia training. The video has two expert presenters – Dr Adrian Smith, an aerospace medicine specialist, and Dr Rod Westerman, an aviation consultant. One of the issues highlighted in the video is the importance of a range of other factors on hypoxia, beyond simply altitude and the length of exposure. A 20 packet a day smoker's lungs are already working at an equivalent altitude of 5000 feet, where there is less oxygen than at ground level. So if a heavy smoker is at 8000 feet in an aircraft the effective level of oxygen being delivered to the brain is equivalent to about 13,000 feet, an altitude where people can get symptoms of hypoxia. Other factors relevant to hypoxia are fitness and cold. Lack of fitness and cold means a person's body uses a lot more oxygen, leaving less available for the brain.

*****Bad batteries put aircraft in danger*****

A detailed warning has been issued about the serious safety risks posed by poorly maintained wet lead-acid batteries in aircraft. CASA continues to receive reports of battery terminal separations, battery failures, explosions and fires. These problems can cause total in-flight electrical failure and aircraft fires on the ground. Loose battery terminals or corrosion in terminal assemblies can result in sparking and overheating, leading to explosions and fires. Overheating to the point of melting can ignite the gas mixture given off by a discharging battery, also causing explosions or fires. Blocked battery compartment drains cause spills or leaks to collect in the battery box, penetrating the walls and bottom of the box and then attacking aircraft structures or controls. A failure of battery venting causes overheating and a build-up of explosive gases. In an airworthiness bulletin CASA makes seven recommendations on ways to avoid wet cell battery failures. These include removing the battery every 12 months to check both the battery compartment, tie-downs, the battery case, terminals and cell caps. Terminals and electrical cables must be kept clean and free

from corrosion and oxidisation.

Read the wet cell battery airworthiness bulletin <[HTTP://casa.gov.au/wcmswr/_assets/main/airworth/awb/24/008.pdf](http://casa.gov.au/wcmswr/_assets/main/airworth/awb/24/008.pdf)>

*****Watch to learn about ageing aircraft*****

With the average age of fixed wing aircraft in Australia now more than 30 years, many aviation people need an understanding of ageing aircraft issues. A thoughtful overview of ageing aircraft is presented in a short video on CASA's YouTube channel. The video features the Temora Aviation Museum's chief executive, Kenny Love, and chief engineer, Andrew Bishop. The well-known museum is home to more than 15 aircraft types, ranging from the Tiger Moth to the Cessna Birdog.

With the aircraft flown regularly maintaining these older aeroplanes is a key focus of the museum. Kenny Love, who has a background in aviation maintenance, says lessons can be learnt from the experience of the Temora Aviation Museum in maintaining all aircraft still flying well beyond the expectations of their designers and manufacturers.

Kenny says a key is knowing your aircraft - what it is made of and the lifespan of these materials. He says owners and maintainers should look at the experience of other operators and think ahead to where problems may emerge. Andrew Bishop says focussing on what you can't see in an aircraft is very important. A central theme is that you can continue to operate older aircraft but you are going to have to spend money on them.

View the ageing aircraft

<<http://casa.grapevine.com.au/lists/lt.php?id=Y0UDBwCHAgICVx9VBQsPTAoCCAg%3D>>

*****Keep on top of aircraft wiring*****

Updated detailed information and advice for maintenance personnel on aircraft electrical wiring has been released. CASA has published a 19 chapter advisory circular setting out the recommended practices and techniques for installing, repairing and maintaining aircraft and ground support equipment electrical wiring. The advisory provides a standard approach to wiring, highlights the importance of good workmanship and identifies potentially unsafe practices. It covers all general purpose wiring and wiring devices used for connecting equipment in aircraft. This includes thermocouple systems, coaxial, fibre optics and data bus cabling. To make the advisory circular easy to use it is divided into chapters which describe and illustrate the recommended procedure for an operation or a series of related operations. The information in each chapter is arranged in the general order in which work is performed, with illustrations and tables supporting the text. An important observation is that improperly or carelessly installed wiring can be a source of both immediate and potential danger to aircraft operations. The performance of electrical systems depends on the quality of design, the workmanship during installation and the know-how of personnel who carry out inspection repair and maintenance. The wiring advisory circular is intended to be used as a manual for general wiring purposes where no other data exists for repair or maintenance.

Go to the aircraft wiring and bonding advisory circular

<[HTTP://casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_91003](http://casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_91003)>

What a great location. What great weather. What great company. Sorry if you weren't able to be there.

Six members signed up for the Mudgee PPP, most for the first time, and as is always the case went away singing the weekends' praises. Our choice of dates created a bit of a problem as the Sunday was Father's Day, hence the lower than normal numbers. Sorry about that but we were squeezed into that weekend by a number of factors which collectively excluded all other options for a month either side.

Following a pattern which seems to be on the increase we also had a number of members fly in for the social side of the weekend which meant we had sixteen for dinner on Saturday night at the Blue Wren. What a great idea, using the PPP as a focal point for a social fly-in for those who are either unable to attend the full weekend or perhaps have recently attended another PPP.



Mudgee is a great place to visit with much to do, but the PPP is a busy time and we weren't able to take full advantage. No surprise there.

What was a surprise was a brand new accommodation complex on the airfield, and we were all invited down for a drink and inspection which, naturally, we did. This isn't an ad but boy, what an impressive place it is. Six large en suite rooms. superbly designed, beautifully decorated and luxuriously fitted out with a shared kitchen and lounge area on the ground floor. It's called the 'Hangar House' and I for one will be heading back there with a few friends for a better look at the Mudgee region.

Time now to start thinking about joining us for the next PPP, and if you are yet to attend one just ponder on why. It's a great weekend both socially and professionally and one of the great benefits of being a member. Keep your eyes open for the date and location once the new committee settles in and make the most of it. Hope to see you there, wherever it is.

Dave Laughton



Boomi & Roma Races Long Weekend:-

We woke Thursday morning to the sound of showers and cloud on ground at Kilmore gap. After waiting a few hours the cloud had lifted to 2500' allowing us to escape the gloom of Melbourne.

After a quick leg stretch, comfort stop and fuel at Narromine we were back in the air en-route for Boomi. Approaching the northern tip of Boomi township from the SW we located the road north and followed it until we came across a dog leg in the road and located 2 airstrips one on either side of the road. Coming right we joined downwind for the 19 runway on the eastern side of the road and on final could see the scary toga (Saratoga) of Dave & Vicki Ind parked confirming we were lined up on the correct runway.

Alighting at "Cambooya" property we were met by Greg Morris and along with Dave & Vicky Ind piled in the Hilux for the short drive to the homestead where we were greeted by Greg's wife Toni.

After a cool drink, we piled into the town car for a sunset tour of the property. It soon became apparent that size does matter, and that everything on or about the operations of this Cotton Farm is on a massive scale.

We drove past one dam that you can easily water ski on, only to find the next one twice as big. The irrigation channels were wider than a backyard swimming pool, and the diesel engines on the pump sets looked like they were from D8 dozers, which I found all impressive until we parked next to a huge machinery shed. There inside were the biggest cotton pick'in/pack'en machines I'd ever seen, and there were 4 of these monsters. To add to these were the usual farm machinery and attachments that I have no idea what they do or are called. The tutorial on the growing process, pest control, fertilizing, irrigating and finally harvesting of the crop was really fascinating for us city folk. We ducked into town to the local for a quiet one before returning for a BBQ dinner and night fireworks (did I mention Greg also has a fireworks license, so he says).

After a good night's rest we woke to the distant sound of whining aero engines as the crop dusters began working in the area. After breaky, we drove into Qld - to the second part of the estate and continued the tour watching 2 Air Tractors doing fertilizing and spraying of some of the fields. These planes look small from the ground, except when they are just above head height travelling at 120kts. These guys were a buzz to watch as they fly just above the crop, then going into a steep climbing turn at the end of the rows, and diving back down to the deck to pull up back just above the crop to begin their next pass.

After a quick lunch it was time to say goodbye to Cambooya for the 1 hour flight to Roma. Touching down at Roma airport Dave Ind found he had developed a very flat front tyre and the short taxi destroyed the inner tube. With impeccable timing it was Dave Laughton to the rescue who was able to acquire a tire/tube before leaving Toowoomba for Roma. With a couple of beefy boys on the tail, the front wheel was removed, and a couple of hours later the new one was back on.

After a quick tub, we met up with Barry & Susan and all headed off to the Race Track for the Calcutta. This is when our luck started to change when as a group we purchased a ship load of tickets, but failed to win a horse in the raffle. A smaller consortium of our group were however more successful in securing a horse at the auction.

Race day arrived, and David Laughton failed to make the barrier and was scratched with Gastro, however Rae being a trooper carried on and with everyone all dressed up, we headed off once again to the track.

Barry had arranged membership tickets, and we were wined and dined before the race program and had a trackside Marquee with bar and on course betting right outside.

The women spent some time checking out the Fashion on the field event which was well supported, with fascinators that rivalled the likes of the Melbourne Cup.

It was a great day out with perfect weather, however lady luck had ran out with no successful punters among us.

The day after bought about a second case of Gastro with yours truly facing 6hrs in the air. Several Imodiums and a positive attitude however proved successful.

I would just like to thank Greg & Toni for sharing their piece of paradise, and Barry & Susan for organizing the race day.

Tracey & Leigh Barling





The Land of Legends (and Larrikins) Tour - 17th May 2014

Burke & Wills, Captain Starlight, Channel Country, Min Min Light, Dinosaurs, QANTAS Founders, Birdsville Pub, The Durack's, Simpson Desert, Stockmans Hall of Fame, Banjo & the Matilda Centre and more throughout SW Queensland. WOW!

After being badgered By Dave and Vicki Ind to take a short safari away into the channel country we have taken up the challenge to take a fly away from the Dig Tree up into the spectacular Queensland Channel Country, visiting variety of iconic and other places that many aviators dream of, the stuff of many an Outback Legend. The trip will be remote flying over our vast channel and desert country with spectacular flying views and remote airstrips which all aviators should experience.

How many times have you said you would love to see these areas and then stalled for some reason or other? No More. Now is the perfect opportunity to realise your dream, so get out the maps, get excited, pick up the phone or email me and confirm your spot on this wonderful fly away.

Exactly where are we going? Have a look at the itinerary below and drool. Rae and I would love you to join us in our back yard for great flying fun and fellowship. Get off your tail, block out the week in your calendar and give us a call. Happy flying

Sat May 17

Gather in Thargomindah (fuel available)

Sun May 18 – 300 nm

Visit the Burke & Wills Dig Tree

Lunch at the Innamincka Pub (or fly right by to arrive early in Birdsville)

Birdsville for Sunset drinks on Big Red after seeing the famous Racecourse, another Burke & Wills camp site and tree then off to the iconic Birdsville Pub for dinner and a well earned bed

Mon May 19 - 360 nm (fuel available at Birdsville, Boulia and Winton)

Off to Boulia for Lunch and visit to the Min Min Light Centre, on the way flying over the edge of the stunning Simpson Desert.

After lunch it's off to Winton for the evening with the option of stopping off along the way to see the dinosaur stampede footprints at Lark Quarry

Tue May 20 – 92 nm

Start the day at either the Waltzing Matilda Centre or the Australian Age of Dinosaurs centre then lunch in Winton, followed by a short hop to Longreach for 2 nights

Wed May 21

Bus tour to Captain Starlight's lookout and hear the great Harry Redford cattle duffing story centred on this region

Lunch at the Qantas Founders Museum followed by visit(s) to any (or all) of

- Qantas Museum
- Stockman's Hall of Fame
- Powerhouse Museum

Finish the day with a sunset river cruise on the Thompson River followed by the Larrikins and Legends show and dinner on the riverbank, something to remember.

Thu May 22 – 224 nm

Head to Blackall crossing the mighty Barcoo where Churches are few to visit the historic Wool Scour and Shearing Shed, then lunch in town before heading off to Ray Station (of Durack and Tully family fame) for smoko and the evening stopover

Fri May 23

Enjoy the many aspects of Ray station and the telling of the rich history, do some fossicking, visit the rock water holes and enjoy being around a working Station





Sat May 24

Farewell breakfast from Ray Station before making your way home

Sun May 25

Settle in at home, get ready for the real world of Monday and reflect on a great week flying in the Outback and visiting many of the iconic places

If you've never had the opportunity to venture too far off the beaten track this is a great opportunity to join in and get a taste for it in company with others with a variety of experience in the region. If you've already been out there then you'll know how different it is and want to revisit the area.

As you can imagine organising accommodation and events for a large group of people during the busier touring season can be difficult, and the sooner we can get an idea of numbers the sooner we can make commitments. Once we have numbers we can firm up dates, venues and costs, but we need to move fairly quickly.

Due to the places we are visiting numbers look like having to be restricted to 23 people, so it's first in best dressed and we'll need to make commitments by 20th December at the latest

Register your interest as soon as possible with me either by an email to raedave42@gmail.com, or by calling (at a respectable hour please) on 0429 923 003. If we get too many starters we'll keep a list of reserves in case any of the 'first in' group drops out, but why would anyone do that?

Looking forward to having you join us in May 2014 – Dave Laughton & Rae Percival

Aircraft For Sale



Piper PA 28-235 (Deceased Estate)

1966 TT 5638 EHTR 1200 OC C/S Prop 1800 TR King
equipped Garmin 195 GPS, EGT 4 pl intercom 2 Pelfor
head sets a/c cover Hangered, YTOC Recent 100 hrly.

\$55,000 negotiable ono Ph Lyn 0427 644 130



Bendix Is Back

After a small hiatus, BendixKing is committed to the creation of innovative, reliable, intuitive avionics for the general aviation pilot. When you choose to fly with BendixKing you can be confident that the products you depend on today will serve you well into the future.

BendixKing has just released 4 new avionics units:

- The KMA 30 Audio Panel with Bluetooth.
- The KT 74 Slide in replacement for legacy transponders which is Mode S and ADS-B Compliant.
- The KSN 770 FMS, MFD WAAS GPS NAV/COMM with a flexible hybrid interface.
- The KLR 10 Lift Reserve Indicator (Angle of Attack). A cost effective standalone unit which delivers AoA data to the pilot via an effective colour panel and audio alerts.

Most of these products are attached to BendixKing's Trade Up Program. So if you have BendixKing avionics that you want to upgrade, visit www.bendixking.com and click on the Trade Up banner to see what trade in price you could receive for your old gear.

Whilst your there, join the BendixKing Pilot's Club to receive a quarterly newsletter, invitations to special events and exclusive memorabilia. You also get to have your say in future developments from the BendixKing stables.

For further information on all things old and new at BendixKing contact your local avionics dealer or Stuart Hills, the Area Sales Manager for Asia Pacific. His email is stuart.hills@bendixking.com

Hi everybody, my name is David Long and I am new to the APS committee. That's what happens when you have an idea and make a suggestion to the Club...

I've already met some of you at the Mudgee PPP and the Port Macquarie AGM. You'll find my partner Cath and I getting around the countryside in our Archer UOK.

My project for the members is hopefully "E" connecting you, the members, to all the club activities and to connect member to member.

Here is a brief overview of the plan and I will update all of you in early 2014.

Firstly we will put in place an email group forum that will allow the following:

1. Live updates from our great-looking fly-aways with pics and stories.
2. Live updates from our PPP weekends.
3. Members will be able to post about great places they have been to, or ask for recommendations from other members.
4. Allow members to post destinations and dates of trips they are planning and invite other members to either come along or meet up for a drink or a meal.
5. Members will be able to ask for technical advice, whether it be maintenance issues about their aircraft or about sourcing parts for engines or interiors. We have a huge depth of experience amongst our members to utilise!

The forum will be "members only" and the important considerations will be privacy and ensuring security of email addresses. There will be a mechanism for opting in and out of the forum at any time.

We also plan to touch up our website and keep it current with perhaps some minor changes. Further down the year we may look at social media.

I think this will be a great resource for the APS members and I look forward to "E" connecting you in 2014!

Happy Flying
Dave Long

Life Membership Awards

It was with great pleasure that my final duty as President of the society was to officially announce the awarding of Life Memberships to two of our founding members.

The first award went to Geoff Derrin who put his heart & soul into getting the fledgling organisation up & running. His drive in the early years led to the effective promotion amongst Piper Owners to get the APS established. He was the initial Secretary/Treasurer, and also worked hard organising some of the early "fly aways" and getting the PPP Program established. He subsequently took on the role of President until his deteriorating health forced him into early retirement.

The second award was presented to David Law. David was also heavily involved in the early years of the society. He was the membership officer on the committee during our early days. After a brief stint off the committee, David came back and served several years as President. Even after stepping down from that role, he continued to serve us well in looking after the Newsletter & the Website.

Both men have earned, and thoroughly deserve this honour.





To Townsville with a Difference

A couple of months back we embarked on a trip to see our son and his family in Townsville. This is not unusual as we travel from Melbourne to Townsville at least three to four times a year, with at least two of these with one of the airlines. What is unusual this time we decided to travel through outback NSW and QLD over several days to explore areas and towns that we had only passed through briefly en-route to other destinations.

As with these types of trips planning is essential to make them a success as fuel, accommodation and even meals can help make the trip run smoothly. We are fortunate as fuel requirements are not such an issue as we have a range of six hours with reserves, but still requires consideration with call out fees such as Cobar on a Sunday can set you back \$70. We usually try to stop for fuel where there is credit or fuel carnet card facilities such as Bourke or Charleville.

Normally on our many trips up North we would plan to go the shortest route which in our case is through Bourke, Charleville, Emerald and then Townsville. This would mean a stop in Bourke for coffee maybe lunch, refuel and proceed to Charleville where we would refuel and stay overnight in a motel. The next day we would fly non-stop to Townsville.

This time our plan was to take our time and stop overnight and in some cases for a few days to explore the towns and surrounding areas that we had often flown over. Also we decided we would try caravan parks (cabins) rather than the usual motel room. With all of this in mind we planned our trip to Bourke for an overnight stay, Eulo for two nights, then Quilpie for three nights, and finally Barcaldine overnight before proceeding onto Townsville.

Our first day we arrived at Bourke, duly refueled and had arranged to be picked up by the manager of the Kidman's Camp in North Bourke and taken to our accommodation. The en-suite cabins need to be booked in advance and are the first choice of travellers passing through as they have everything you need for a comfortable stay including kitchen facilities. During the tourist season they do have camp kitchen meals which are very reasonably priced but only for two to three nights a week, otherwise there is a courtesy bus available to go to the bowls club in town. We found it a very friendly place to stay and soon found whilst sitting on the verandah with a coffee that people would chat as they passed by. In the morning before heading off you can walk down to the river and if you wish enjoy a ride on the paddle steamer Jandra and think of days past when these vessels were the norm on these water ways.

Our next stop was Eulo where we were to stay in a cabin for the next two nights. The trip from Bourke is about an hour and we duly arrived and after a short walk, (about two hundred metres), settled into our accommodation. The airfield at Eulo is basic with a natural sandy surface that would not be too good if wet but quite adequate when dry. Make sure you check for wildlife prior to landing. Our accommodation here is not as good as Bourke, but quite clean with no cooking facilities. This did not pose a problem as the park and cabins are part of the Eulo Queen Hotel and will provide all meals. This is where we had our first disappointment as we had hoped to see the old general store which had just about everything you could think of, but unfortunately had burnt down some time before. We did though manage to see a several games of polocrosse which amazed us with their skill even very young children, I can only

think they must learn to ride a horse before they walk. We spent quite some time at this event and even had some of the locals come to explain the rules of the game.

Our next stop was Quilpie to spend three nights in a very nice caravan park with modern en-suite cabins. As the airfield is close to town we started to walk only to be stopped by a local and given a lift to the caravan park. After booking in the manager gave us the keys to her Land Cruiser so as we could bring back our luggage. The accommodation here was first rate and as it was in the middle of their tourist season with a camp meal on every night. The meals were two courses and cooked in a camp oven and usually accompanied with bush poetry or a musician. The meals were excellent, and a great way to meet fellow travellers and enjoy the light hearted entertainment. Quilpie has lot to offer the traveller, with the local Catholic Church's opal alter and font, the information centre and the outback mail run which takes all day travelling in a four wheel drive bus and delivering mail to many properties on the way with stops for lunch, morning and afternoon tea at couple of these properties with their colourful locals that fill you in on the local history. (Kings in Grass Castles)

Our next and last stop before proceeding onto Townsville was Barcaldine. We again were picked up at the airport by the owners of the caravan park and taken to our cabin, which had cooking facilities a nice verandah to enjoy our breakfast and occasional coffee. With a short walk we were able to explore the town with its interesting past with 1891 shearers strike (knowledge tree) and birth place of the Australian Labor Party we also visited the Australian Workers Heritage Centre which takes several hours to explore. Again we were treated to an excellent meal by the caravan parks camp oven with a very good country music band all at a very reasonable price.

The next day, after refuelling we headed off for Townsville and to reflect on our few days exploring North West New South Wales and South West Queensland. We had a great break away and believe this is great way to discover places that normally we would not see and to meet fellow travellers who all have a story to tell of their adventures through these outback areas.
David Law



Yowah S.W. Queensland

Yowah is a township of approximately 60 and is North West of Cunnamulla on the Yowah opal fields. The area is well known for the Yowah nut where a very small amount contain a kernel of crystal opal. There is a designated fossicking area very close to town (walking distance) and many outlets that retail uncut and finished opal in the town. Accommodation is available from the local caravan park in cabins which are very basic but livable. The café and information centre do have a couple of 3 star motel style units available also, but are quickly snapped up at the Opal Festival week end.

The Airfield is about 5 or 6 km out of town and usually when organizing accommodation also arrange for a lift into town. The Airstrip is maintained by the Paroo Shire Council and prior to use is wise to check its condition and to be aware that stock and wildlife can also be a problem.



Yowah Airfield

27°57.0'S

144°37.5'E

14/32 1000 metres

03/21 1200 metres



Calendar of Coming events

PPP Aldinga including "Low level Flying" techniques
21st to 23rd February 2014

"The Land of Legends (and Larrikins) Tour" Flyaway
17th to the 24th May 2014

PPP July/Aug 2014
Venue yet to be confirmed

"Wings Over Burke & Wills Expedition" Flyaway
September 2014

AGM in Jindabyne NSW
"Christmas Dinner in the ALPS" November 2014